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Member requested that the Government might give the works connected with them to the ryots on contract, to be executed under the direct supervision of the Government officers. An arrangement like that would alone improve the efficiency of the minor tanks.

Dewan's reply.—Noted.

68. The desirability of metalling the road branching off from the 6th milestone of the Main Southern Road and of constructing another road connecting the above road with the Trivandrum-Vizhinjam Road.

Mr. M. Raman Pillai (Member, Neyyattinkara taluk) said that there existed a road branching off to Vizhinjam from the Main Southern Road at the 6th milestone. It was constructed 50 years ago with improper levels. With the increase of cart-traffic, it became necessary to metal the road and he prayed that the work might be taken up at an early date. He also requested the construction of a cross-road to connect the above mentioned road with the Trivandrum—Vizhinjam Road, the deviation beginning at a point nearly a mile from Vizhinjam.

Dewan's reply.—Noted.

69. The need for restoring the channel known as Thottiyar.

Mr. M. K. Govinda Pillai, B. A. & B. L. (Member, Trivandrum taluk) said that the Thettiyar Channel was the one running between Anathazhchira and the Veli lake for a distance of 7 miles. It passed through and was useful for about 50,000 parahs of paddy fields. There were numerous encroachments on either side of the channel and the channel beds had also been occupied in some portion by neighbouring landowners. He requested that all the encroachments should be caused to be removed and the channel improved.

Dewan's reply.—The Dewan Peishkar will be asked to report on the encroachments said to have taken place.

70. The need for converting certain traces in the Nedumangad taluk into roads.

Mr. M. Subramonia Pillai (Member, Nedumangad taluk) requested that the following traces now maintained by the Public Works Department at a cost of Rs. 456 per annum should be converted into roads :—

(1) the three-feet path from the Aruvikkara temple to the 16th milestone on the road to Ponmudi *via* Nedumangad market, 6 miles long;

(2) the six-feet path from the 1st milestone on the Anapara road to Aruvikkara, $2\frac{3}{4}$ miles long;

(3) the six-feet path from the 5th milestone on the Vellanad road to Kundamon kadavu, 5 miles long;

(4) the six-feet path from Bharathannur to Pallode, $3\frac{1}{2}$ miles long; and

(5) the six-feet path from Vamanapuram to Chittar, 7 miles long.

The Member understood that the question of improving some of the roads was already under correspondence. He therefore requested that early action might be taken in the matter.

Dewan's reply.—The mileage of cartable roads within a 5 miles' radius of Nedumangad is at present one mile for every

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square mile of country. Beyond this, towards the hills, the country is very sparsely populated. The traffic on the existing cartable roads is very small and does not give any indication that more cart roads are wanted. A good amount of money is being spent on the improvement of the existing roads and providing good bridges on them. If this leads to the development of traffic, it will then be time to think of making some more of the traces cartable.

71. The need for a European ward at the Quilon hospital.

Mr. John B. Cook (Member, the South Travancore Planters' Association) said that he understood that the Government had already granted a European ward for the Quilon hospital and that he had therefore nothing to say on the subject except to thank the Government.

Dewan's reply.—The needful is being done.

72. The conversion of certain village roads in the Quilon taluk into cart roads.

Mr. Vikraman Velayudhan Unnithan (Member, Quilon taluk) requested that the village road from the Kottayathu landing near the Thevally Palace to Kundara should be converted into a cart road. The road was only 7½ miles long and required no bridges or embankment on the line. No acquisition of land was necessary. The road would be of immense help to the inhabitants, particularly of the Perumad *pakuthi*, who had to go to the Anchuplammudu and Kundara markets to purchase paddy and other articles. He next requested that the six-feet path from Kundara to Athichanalloor should also be converted into a cart road. It was 7 miles long. No acquisition of land was necessary. The road would be of much use to the ryots of the eastern *pakuthies* of the Quilon taluk.

Dewan's reply.—With regard to the first road, the Chief Engineer says that the road is about 8 miles in length and is ridable and walkable, but full of steep gradients and valley crossings, that it has to be re-aligned for a cart road and that it is not one of urgent necessity to need immediate attention. In regard to the second road, it is stated that the road is not so very important as to require precedence over so many other important roads.

73. The necessity for regulating the opening and closing of he Paravur bar.

Mr. K. Parameswaren Pillai, B. A. & B. L. (Member, Quilon taluk) said that the Paravur bar is the passage by which the Ithikara river emptied itself into the sea. On either side of the river, there existed vast areas of paddy lands watered by that river. During flood time, it was absolutely necessary that the bar should be opened and kept open for a long period in order to prevent the floods destroying the crops, and during the dry season it was equally necessary that the bar should remain closed in order to prevent the destruction of the crops by drought and check the inrush of salt water. For some time past, the work of opening and closing the bar had been entrusted to the ryots and the arrangement worked well. But since 2 or 3 years, it was in the hands of the Public Works Department, who paid little heed to the interests of cultivation, but opened and closed the bar to suit the convenience of navigation. The Member therefore prayed that the old arrangement be revived and, if that was not practicable, that the Government might be pleased to investigate into the matter and order the opening and closing of the bar being properly regulated to suit the needs of the agriculturists.

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